



SUP News

OFFICIAL PUBLICATION OF NATIONAL SOCIETY, SONS OF UTAH PIONEERS

Preservation of Utah's Pioneer Heritage in all areas, arts, crafts, skills, scenic, recreational, cultural, historic sites, trails, and landmarks

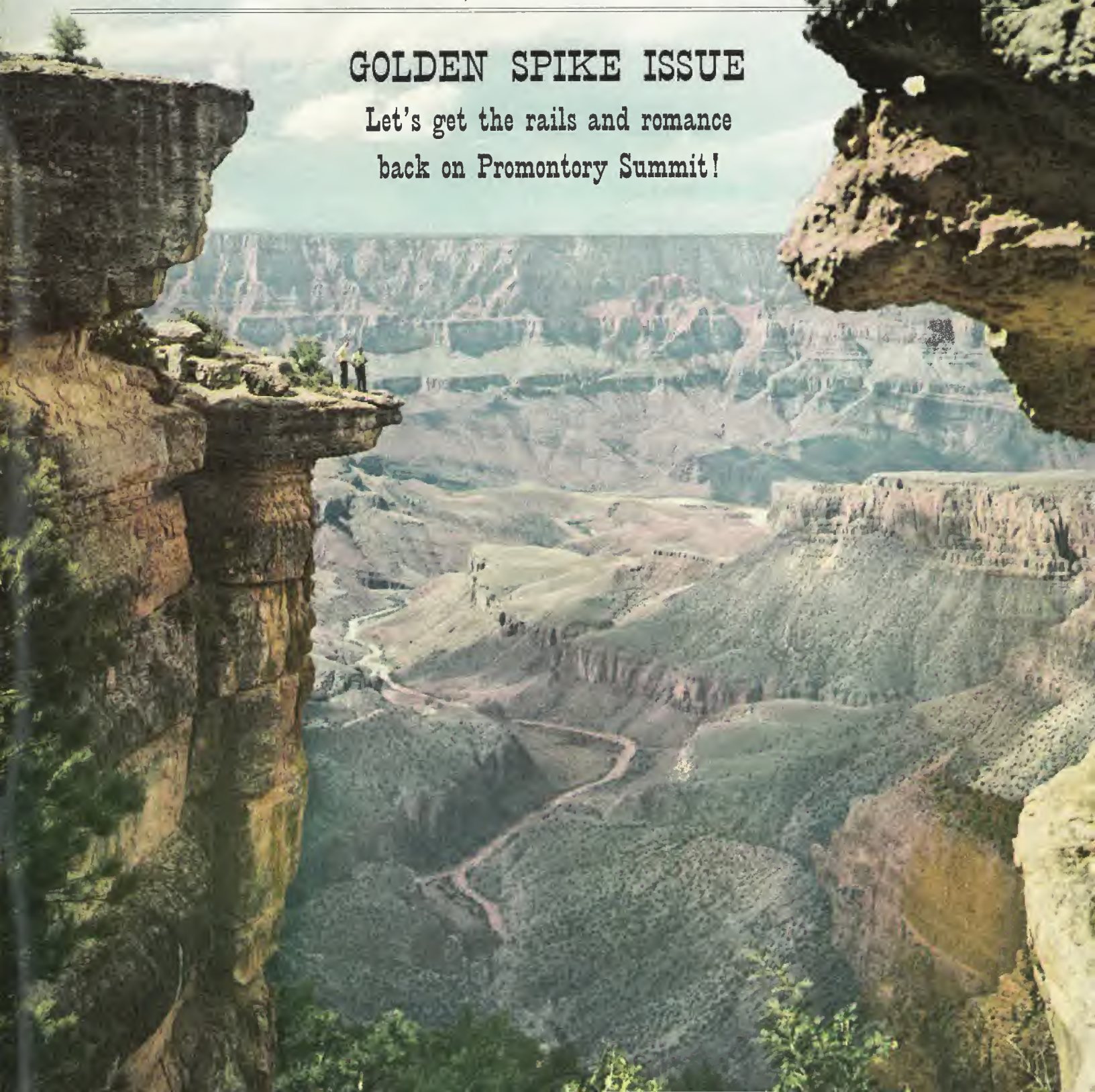
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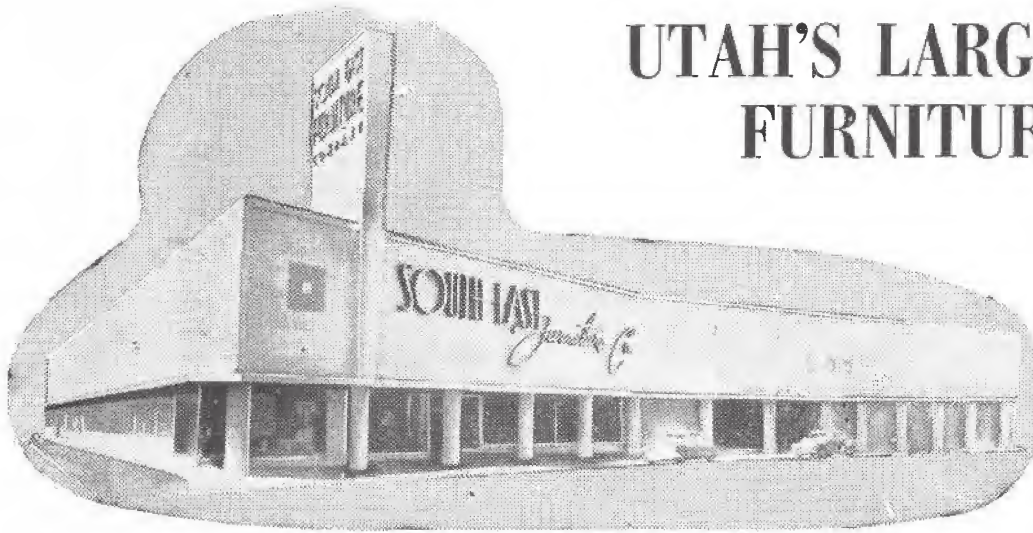
MAY, 1958

No. 5

GOLDEN SPIKE ISSUE

Let's get the rails and romance
back on Promontory Summit!



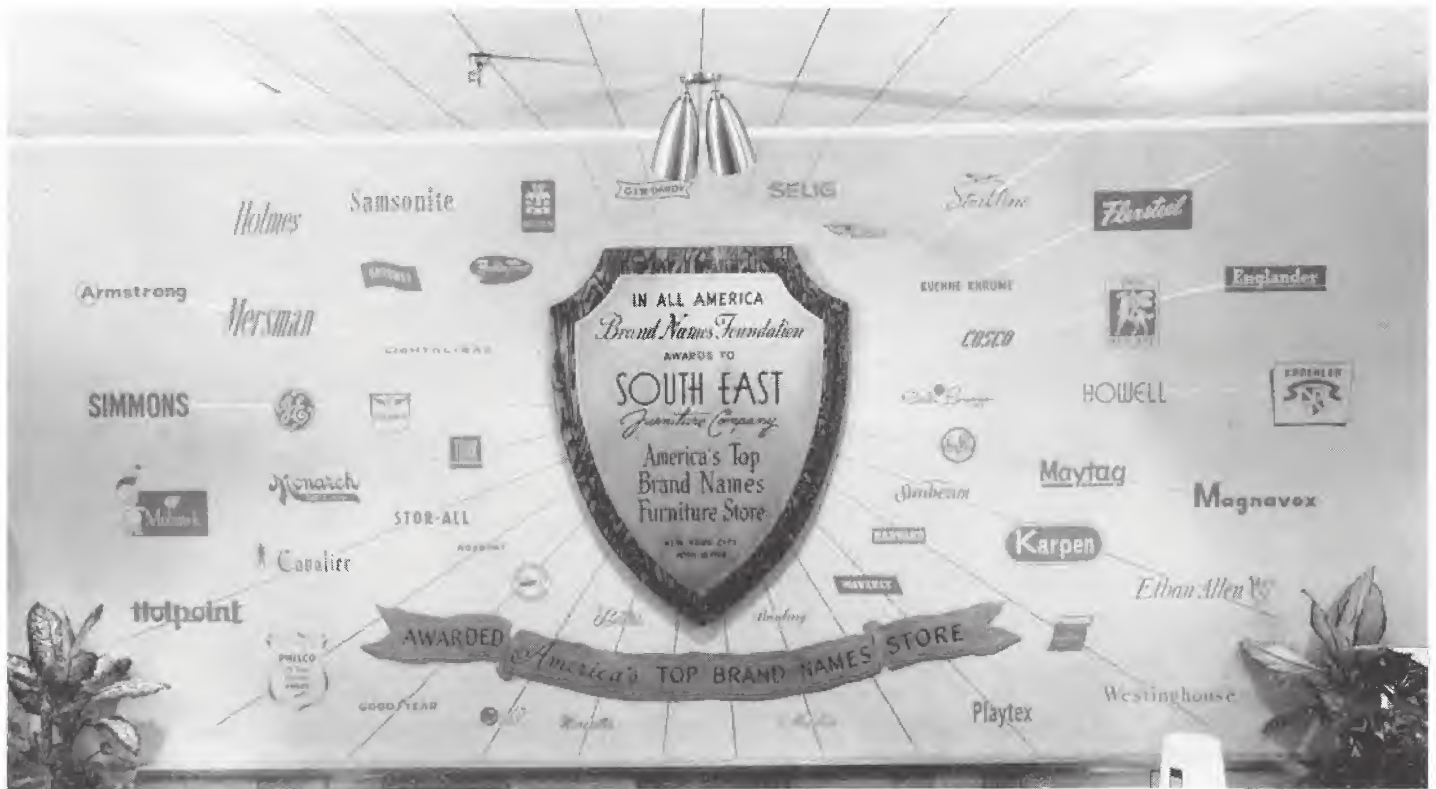


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President Eisenhower Accepts Honorary Chairmanship

Having been personally requested by the governors of the eight original Pony Express states: Missouri, Kansas, Nebraska, Colorado, Wyoming, Utah, Nevada, and California, spearheaded by California's Governor Goodwin J. Knight, President Dwight D. Eisenhower has agreed to accept the top post of Honorary Chairman of the national group that is planning a 48-state centennial celebration in April, 1960.

Led by the eight pony express states, the entire nation will salute the centennial of the Pony Express in April, 1960, and the National Pony Express Centennial Association (a national incorporation) will re-enact the famous run, covering the 190 pony express stations that stretched for 1966 miles from St. Joseph, Missouri, to Sacramento, California. More than 400 horses and 200 seasoned riders will be required to stage the 1960 event.

President Eisenhower's letter of acceptance to Governor Knight follows:

"Dear Governor Knight:

I shall be delighted to accept the honorary chairmanship of the National Pony Express Centennial Association (although, of course, such acceptance cannot at this time carry any implication of personal participation). But I am complimented by your thought of me, and I shall be most interested in the developing plans for observing in 1960 the 100th anniversary of the Pony Express.

With warm regard,

Sincerely

(signed)

Dwight D. Eisenhower."

TEMPLE QUARRY ELECTS BRADY

Curtis W. Brady, 65, 7146 S. 13th East, Union, has been elected president of the Temple Quarry Chapter, Sandy, succeeding T. Foster Greenwood.

Mr. Brady served last year as first vice president of the organization.

Other officers named are John A. Butterfield, first vice president; Evan A. Madsen, second vice president J. William Thompson, secretary-treasurer, and Harold O. Smith, judge advocate.

Also elected were Carter E. Grant, historian, and Frank A. Pierson, chaplain. Installation was held June 5.

The new officers are undertaking as their first project, moving a ten-ton granite rock from the quarry in Little Cottonwood Canyon to Pioneer Village.

Marlin Bateman, the group's first president, is now national fifth vice president.



Governor Goodwin Knight of California (left), a member of the Board of Governors of the National Pony Express Centennial Association upon the occasion of a recent visit with Waddell Smith, Association president. They talked over plans for the coming centennial. As a result of this conference, Governor Knight wrote a letter to President Eisenhower, inviting him to accept the position of Honorary Chairman of the Board. Governor Knight also wrote personal letters to the other seven "Pony Express" governors inviting them to write to the president. Governor Knight, who was born in Utah and is a member of S.U.P., is holding the composite of Pony Express articles extracted from S.U.P. News and published by Mr. Horace A. Sorensen.



The above is an original Pony Express station and is in its original condition except for some slight restoration and preservation. It is on its original site on the Hollenberg Ranch near Hanover, Kansas. It was built in 1858 as a stage coach station and was sometimes called "Cottonwood Station." It now belongs to the State of Kansas and is maintained as a State Park.

Pioneer Village Completes Month-Long Exhibition, Utah Artist Paul Salisbury's Western Paintings

Pioneer Village's "Third Salon" of Distinguished Utah Artists came to a successful climax Sunday, June 1st, at the completion of a month-long exhibit of Paul Salisbury's Western Paintings.

Previous Salons at Pioneer Village have honored Utah artists Arnold Friberg and

John Hafen. Four other Salons are planned for this season.

Shown in the "exhibit hall" of the Village's administration building, were the following canvases: *Returning From the Post, Treed, Start of the Roundup*, See SALISBURY, Page 11

PROMONTORY SUMMIT! IS IT ENOUGH?

The Nation and The Railroads Must Face The Question

By HORACE A. SORENSEN
*Managing Director, Pioneer Village,
 Past President, National Society,
 Sons of Utah Pioneers.*

[*Ed. note: What follows is excerpted from the address delivered by Mr. Sorensen at the 7th annual Golden Spike Ceremonies, May 10, 1958, commemorating the joining of the transcontinental railroad at Promontory Summit in 1869.*]

In observing the effort that Box Elder people have put into this Golden Spike celebration each year I feel there must await a reward in Heaven for them because they certainly do not get it here.

Utah and the nation say "Thanks" to Bernice Anderson, capable and dedicated president and her associates of the Box Elder Golden Spike Association. Also to Judge B. C. Call for his untiring efforts. What they have done here at Promontory Summit is appreciated.

In July, 1852, President Abraham Lincoln signed the bill which created the great Union Pacific Railway and authorized construction of a railroad and telegraph line from Council Bluffs, Iowa, to the west. This gave land grants to the railroad of 12,000 acres to the mile, in alternate sections, along the line. Bond issues likewise created help to finance it. The Central Pacific Railroad (now the South-



From Bernice Anderson Collection

Utah's Congressional Delegation presents section of a rail from Promontory Summit to President Eisenhower. The rail from which these sections were cut is a 32-pound rail, brought to Promontory sometime after 1869. The original rails that ran up the Promontory grade and westward were 54-pound, and so far as SUP News can learn, the only piece of original rail left is a small section in the Union Pacific museum at Omaha. Senators Watkins and Bennett, Congressmen Dawson and Dixon have done much to preserve this important historical site. The National Golden Spike Society appreciates their efforts and asks their continued support.



HORACE A. SORENSEN

ern Pacific) was also created and financed, and began building eastward from Sacramento.

This transcontinental railroad was all built by hand. The Union Pacific employed 12,000 Irishmen, the Central Pacific using 15,000 Chinese. It was estimated the job would take 12 years, but

it was finished with 5½ years to spare; the greatest railroad building race in all history. This was all accomplished from 1863 to 1869, at a cost of \$180,000,000. There were such problems as providing some six million ties and fifty thousand tons of rails. These were first brought up the Missouri River and then freighted overland by team, but later the Chicago and Northwestern Railroad furnish transportation across country to Council Bluffs.

By 1866, 300 miles of track had been laid; the following year saw 240 more miles added. The railroad reached its highest elevation near Cheyenne, Wyoming, in 1868. Another 425 miles of road saw the railhead within 125 miles of the designated meeting place with the Central Pacific coming in from the west.

As early as 1855 Theodore Dehone Judah was publicly urging a railroad across the Sierras to the east. Judah had already engineered a railroad from Sacramento to the gold fields. He was backed by four Sacramento merchants: Leland Stanford, Charles P. Crocker, Collis Huntington and Mark Hopkins. After financing Judah's survey over the high Sierras,

they became officers of the Central Pacific Railroad.

On this western section the first year's work resulted in only 18 miles of track being laid inland from Sacramento. The gold rush had created a shortage of labor. Now Chinese laborers were brought in and used, most of them coming direct from the Orient. In June, 1868, after literally blasting its way over the Sierra Mountains, the railhead reached the California-Utah line, and the real race for completion began. Each Company was eagerly seeking the rich land grants and bonds that came with every completed mile of road.

Finally the government set the meeting point here at Promontory Summit, but in the mad momentum of the racing crews, 225 miles of parallel grades were built through this area and a world's record of 10 miles of track laid in one single day was set. It remains unbroken.

The great day of completion arrived May 10th, 1869, when the last (or golden) spike was driven by Leland Stanford of California. The East and West were united with a railroad. It was a high

time of celebrating here at Promontory, 89 years ago today.

The landscape was blanketed with assorted railroad equipment and buildings, and as the two famous locomotives, the Jupiter and No. 119, approached and touched noses, the excited mass of railroad officials, workers and dignitaries let go with a celebration, the like of which has had few equals in all American history. This event was probably just as important in history as the landing of the Pilgrims, or the signing of the Declaration of Independence.

Lack of overland transportation and its ties to the nation, threatened to discourage California and the West. It would have been so easy for them to have thrown their support and their gold to the Confederacy. In fact, the United States could have very easily been divided into two, or even three small nations. Many people advocated this very thing. The Civil War proved the necessity for binding the east to the west. The transcontinental railroad brought this about. The railroad united the far-flung Union. There was a dawn of a new era! It was the end of the pioneer period of covered freight wagons, the Pony Express and the stage coach.

Today as we stand here, we see only a cement monument marking this historic spot. The famous Golden Spike has been



From Bernice Anderson Collection

Parallel cuts across Promontory. Left cut driven by Union Pacific's Irishmen; right cut made by Central Pacific's Chinese. Note old transcontinental telegraph line in foreground. Is the seven-acre plot with cement marker, as it stands today, enough? Would a mile or so of track and an old (any vintage) steam locomotive with express, mail, passenger coach and observation car under protective roof, add to the scene?

retired to a vault in San Francisco. The question is, "IS IT ENOUGH?"

Certainly this spot is deserving of much more. You who are historically minded, and you all are more or less, will want to

preserve the glorious past of our national achievements, in appreciation and as a guide to the future. Yet, what have we as a state, a nation and two great railroads accomplished here?

It has been said, "A people without a past have no future." Therefore, the National Society of the Sons of Utah Pioneers operate a great historical museum in Salt Lake City which has now become a Pioneer Village. Why do we go to the trouble to bring these old things together? To preserve them for our children — and for our national heritage.

Why not a Museum and a Golden Spike Railroad Village right here on this very spot? There certainly is no place in transportation or railroad history as important. A restoration and large-scale National Monument here would get the attention of literally millions of people, including the nation's schools and the flood-tide of western tourists. Nothing else could draw so many tourists to Utah! Nothing in all the west would have such universal historic appeal.

On this wind-swept barren spot, why not an amazing array of old railroad equipment; a water tower, railroad station, sidings, shanties, and at least carefully placed markers indicating where the historic original railroad buildings stood in 1869. Suitable quarters for a caretaker should be provided. A well should be sunk for much needed water. Let's make it blossom. The Rural Electrification Authority should bring in power from the highline just two miles away. The railroad station should become the Museum. Here, tourists could be shown a movie of the

See PROMONTORY, Page 6



Mrs. Bernice Gibbs Anderson, president, Box Elder Golden Spike Association, President National Golden Spike Society, Inc., and eminent national historian on building of transcontinental railroad and its famous golden spike union at Promontory Summit. The "Bernice Gibbs Anderson Golden Spike Museum of Transcontinental Railroad Lore" is now abuilding at Pioneer Village in Salt Lake City.



C. R. Savage — From Bernice Anderson Collection
The way it actually looked on May 10, 1869, at Promontory Summit. This "wet plate" was undoubtedly made by Colonel C. R. Savage whose published photo of the "driving of the golden spike" became the most famous of all western pictures. SUP News does not know whether this photo was made immediately before or after the driving of the spike. The shot is truly "history in the rough."

PROMONTORY, From Page 5

transcontinental railroad saga. Concessions well supervised would help build it. Tourists would gladly pay for it.

The old hotel and boarding house could be made into a western theater in which the old films of "Union Pacific," "Covered Wagons," "The Pony Express," and "Brigham Young" could be shown at least weekly. All it takes is imagination and enthusiasm and the will to do!

Big national industrial corporations of this state and important new businesses moving into this very locality should realize they can find no better way to create good will, good human relations, good public relations and to establish a friendly, neighborly "live and let live" community climate, than by financially assisting this worth-while venture.

Today only seven acres are designated as a national site. Is it enough?

Why not set the place aside as a National Monument? Begin at a point six miles east of this site, then run 20 miles west, along the old right of way to the old station of Roselle and include the 10 miles of track which was laid in one day, also the parallel cuts and grades in this area. This 20-mile strip should have width sufficient to include these parallel grades and the sites of the old railroad camps. This immediate site should be adequately fenced and the old telegraph line reconstructed for a couple of miles instead of being torn down. Why? Why? Why? do we continually tear down and wreck and obliterate the things of the past that have made us a great nation?

Let us lay at least a mile of track right here! On this track could be shown hand cars and all other railroad conveyances. Rip tracks in Omaha, Cheyenne, Ogden and the Pacific Coast are full of historic old relics rusting away. There is nothing that takes the place of the real McCoy. People like to come and stand on the very spot where history was made. To try and move this Golden Spike celebration elsewhere would be an insult to the past. The Nation wants to come here, to Promontory Summit.

Why not make this Golden Spike episode worthwhile, instead of just an excuse? Let's work to make it "Promon-

tory Summit National Monument," then, the government will have a responsible stake in it instead of just a passing fancy.

"Promontory Summit" must eliminate confusion between it and "Promontory Point," because there is no relationship at the present time. The "Last Spike" was



From Bernice Anderson Collection

September 12, 1942. Driving of the last spike at Promontory Summit (in reverse). Wars of nations bring all things, as witness the "Pulling of the last spike," which completed the dismantling of Promontory's famous stretch of track, the rails of which were earmarked for scrap metal and victory. On left of trio with spike bar, L. P. Hopkins, Supt., Salt Lake Division, Southern Pacific R. R.; on right, in vest, Hyman Michals, Superintendent, S.P.R.R.; middle man on the bar is Governor Herbert B. Maw of Utah. Let's get back a token piece of track and some old rolling stock to romance this historic spot!

driven at Promontory Summit — the historic telegram was date-lined "Promontory Summit, May 10th, 1869."

President Bernice Anderson is a great and colorful historian of this area. She would like this 20-mile strip left as it
To Opposite Page



From Bernice Anderson Collection

The way the historic event is celebrated today. For the other 848,000 Utahns, May 10 slips by as just another date on the calendar. IS THIS ENOUGH?



From Bernice Anderson Collection

The way it looks today on May 10th each year at Promontory Summit. Local citizens of Garland, Tremonton, Corinne and Brigham City, re-enact the historic moment while 1500 to 2000 spectators crowd around. This excellent tradition is now in its 8th year, but, IS IT ENOUGH?

was, the swallow nests; the Indian writings on the rocks in the nearby hills—all should be protected.

In doing this, we do not want to see this made a wilderness area. We merely want it preserved as it was. Down at Promontory Point, the boat harbor and the lake front should be developed for their related activity in the future, but certainly they really have no connection with this project.

Is it enough? . . . Is it enough to come here once a year and celebrate as we do today?

We should have a permanent exhibition right here. I pledge that the National Sons of Utah Pioneers with chapters here in Box Elder County and northern Utah, and with chapters in California, in the East, and headquarters at the Pioneer Village Museum in Salt Lake City, would like to cooperate with all interested groups, both local and national, towards making this site what it should be and rightfully deserves, a great National Monument!

Its importance should be known all over the country. For this purpose I am happy to announce there has been incorporated, "The National Golden Spike Society." Memberships in this national corporation are offered to any citizen of the United States—as a means to help raise funds for this historical project. The Sons of Utah Pioneers monthly news magazine, "The SUP News," will regularly devote an entire section to this Golden Spike Society, as it does with the National Pony Express Centennial Association and other historical projects.

The Sons of Utah Pioneers have opened a museum in their Pioneer Village in Salt Lake City to perpetuate the Pony Ex-

By DR. DAVID E. MILLER

(Editorial Note: This article is adapted from the final chapter of Dr. Miller's book, *Hole-in-the-Rock, An Epic in the Mormon Colonization of the Great American West*, currently being published by the University of Utah Press. Publication date, June 1, 1958.)



San Juan Hill, last major dugway built by the "Hole-in-the-Rock" Expedition late in March, 1880. Cut from solid stone, the road leads to the top of Comb Ridge. The white line indicates the actual, "impossible" route of the wagons, exhausted teams and dauntless band.

Almost twenty years before Theodore Roosevelt and the Rough Riders dramatically stormed an elevated spot of ground behind Santiago de Cuba, the hardy pioneers of the Hole-in-the-Rock Expedition

made a famous "assault" on their own San Juan Hill in the Territory of Utah.

The Hole-in-the-Rock Expedition was the vanguard of San Juan Mission pioneers called by the Mormon Church to establish a permanent settlement somewhere in the Four Corners area. Consist-

press, and are now getting organized nationally for that centennial in 1960.

They are also establishing a Bernice Gibbs Anderson Golden Spike Museum in



From Bernice Anderson Collection

All that remains of the site where transcontinental rails joined on May 10, 1869, to bind together a great nation and usher in a golden era of empire. Bleak, alone, wind-swept, barren, neglected, forgotten!

Pioneer Village to serve as headquarters for for some real nation-wide promotion of this event. Thousands of visitors year-

ing of nearly 250 men, women and children with over 1,000 head of livestock, units of the expedition had left various southern Utah communities (Parowan, See SAN JUAN HILL, Page 8

ly will thus be acquainted with the importance of Promontory Summit and their support will be solicited towards its centennial, now only eleven short years away. We must be ready and the time is now here to get busy and do something about it.

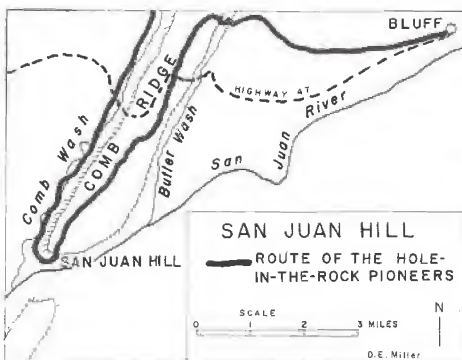
In July of this year, the National Society of the Sons of Utah Pioneers, with the cooperation of all interested groups, will re-enact this historic Golden Spike episode at the Pioneer Village. We are doing this at the invitation of Station KSL-TV and, perhaps CBS on a national hook-up. It will be a full hour of live broadcast entitled "Heritage." It will require a carefully planned setting, free from interference of others except the cast participating. A nationally famous American will narrate it all. We hope many of you will participate in it. The films will be available for loan all over the country.

All of us, like those who built these great railroads, must push into new and enlarged frontiers. We must solicit the help of the Southern Pacific and Union Pacific Railroads. We must solicit the support of our Congressmen who should See PROMONTORY, Page 11

SAN JUAN HILL, From Page 7

Cedar, Paragonah, Beaver, etc.) in October, 1879.

An earlier exploring expedition had located suitable farm land on the San Juan River bottoms at Bluff and Montezuma earlier in the summer. But the long, hot, difficult road they had blazed via Lee's Ferry, Monckopi and through the Navajo reservation was not deemed practical for the large party of men, women, and children that would soon be on the move. The explorers had experienced great difficulty in locating and developing sufficient water for themselves and the few cattle and horses they had taken along. To take a large company of more than two hundred people, with eighty or more wagons and hundreds of horses and cattle



was just unthinkable. Besides the difficulties provided by nature, there were the Indians. Although not downright hostile, they had shown themselves to be anything but friendly to the idea of this migration through their grazing lands. Everything considered, the southern route was out of the question. The expedition could have taken a northern course following the Old Spanish Trail via Salina Canyon, Castle Valley, and Greenriver to Moab and thence south to their destination. But the distance was considered too long. Why not strike a direct route straight for the Four Corners area?

The country southeast of Escalante, Utah, was almost completely unexplored and virtually impassable for wagons. Week by week the pioneers slowly cut a road from the solid rock barriers lying before them. Late in March, 1880, after almost six months of back-breaking toil, they arrived at the mouth of Comb Wash on the San Juan River. From that point they had hoped to be able to build a road along the north bank to the site of Montezuma, nearly thirty miles to the east, but found that the river had cut so close to the perpendicular cliffs that no road could possibly be built that way. An examination of the country, however, showed that if the wagons could somehow be hauled to the top of Comb Ridge they might, with relatively little additional road work, roll northward along

that rocky crest until a place could be found to cross Butler Wash lying immediately to the east. No major barrier would then separate them from their desired destination. But to get to the top of the Comb required the building of another dugway right up the face of that solid rock barrier. This the pioneers promptly named "San Juan Hill." They had already had considerable experience in cutting roads out of solid rock mountains (Hole-in-the-Rock, Cottonwood Hill, Slick Rocks, etc.). This was just another one to be built.

San Juan Hill is one of the most remarkable of all sections of the road constructed by those indomitable pioneers. The old road angles up the face of that cliff in a manner which almost defies description. I first examined this spot in March, 1953, in company with Dr. C. Gregory Crampton. Albert R. Lyman of Blanding had described the region and told us where to look for the road;



DR. DAVID E. MILLER

has scores of colored 35 mm slides of "Hole-in-the-Rock" trail, personally photographed in the field. They enhance his lectures on the saga.

but even then we could hardly believe it when our eyes caught that faint line angling up the face of that solid rock wall. What we saw from the benchland near the river bank looked as though it might have been an abandoned horse trail—but surely not a wagon road. However, there was nothing else in sight and no other place for a road, so we climbed up the face of that huge rock swell for a closer look. And surely enough, there was the old Mormon road up San Juan Hill!

The pioneers required several days to build his San Juan Hill road, during

which time members of the expedition were camped right on the north bank of the river. Here the female members enjoyed a brief and well-earned rest at their most comfortable camp site since leaving Lake Pagahrit. Vegetation was sparse, making it necessary to drive livestock across the stream in search of better grazing on the south side. But there was plenty of wood for camp fires and an abundant supply of water.

After nearly six months of constant roadbuilding and travel under most trying circumstances, San Juan Hill proved almost too much for the worn-out teams, weakened by a long winter of hard work without sufficient feed. Wagons, harnesses, and other gear, also badly worn by the long ordeal, would be taxed to the limit before the summit of Comb Ridge could be reached. Charles Redd has recorded a most graphic description of that last great pull.¹

Aside from the Hole-in-the-Rock, itself, this was the steepest crossing on the journey. Here again seven span of horses were used, so that when some of the horses were on their knees, fighting to get up to find a foothold, the still-erect horses could plunge upward against the sharp grade. On the worst slopes the men were forced to beat their jaded animals into giving all they had. After several pulls, rests, and pulls, many of the horses took to spasms and near-convulsions, so exhausted were they. By the time most of the outfits were across, the worst stretches could easily be identified by the dried blood and matted hair from the forelegs of the struggling teams. My father [L. H. Redd, Jr.] was a strong man, and reluctant to display emotion; but, whenever in later years the full pathos of San Juan Hill was recalled either by himself or by someone else, the memory of such bitter struggles was too much for him and he wept.

The first three days of April were spent in this grueling task.

Once on the summit, the old road continues northward along the top of Comb Ridge for a couple of miles, then drifts off to the eastward, following a little wash which leads to the bench that separates Comb Ridge from Butler Wash. Still continuing northward, the now abandoned road crosses present Highway 47 about a mile west of the bridge that currently spans the bottom of Butler Wash. The pioneer crossing, two or three miles north of that bridge, was made by building another set of dugways into and out of that deep, difficult gorge. Butler

To Opposite Page

Salt Lake Luncheon Club Elects Officers



PRESIDENT D. CRAWFORD HOUSTON

D. Crawford Houston, an executive of Kennecott Copper Co., and native of Panguitch, was elected the twentieth president of the Salt Lake Luncheon Club on May 7, taking over the administration of the largest SUP chapter from retiring president; Salt Lake County Commissioner, Edwin Q. Cannon.

Other officers elected were: Graham H. Doxey, 1st vice president; William A. Dunn, 2nd vice president; Thomas Mack Woolley, 3rd vice president; Dennis J. Murphy, secretary; Albert J. Elggren, treasurer; and as directors; Thomas B. Child, Wilford W. Gardner, Howard J. Layton.

VOLUNTEER GUIDES NEEDED FOR PIONEER VILLAGE!

If you live in or near Salt Lake City and can spare a short half-day regularly each week, telephone

Milton or Florence Backman:

Home — EM 3-9248

Office — EL 5-2819

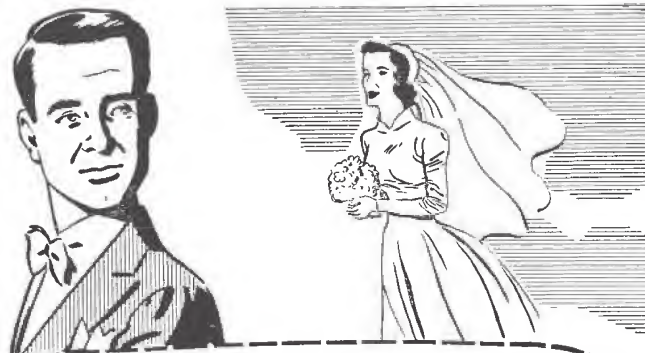
PLAN NOW!
Attend
the 25th Annual
SUP CONVENTION
CEDAR CITY, UTAH
AUGUST 8 - 9 - 10

SAN JUAN HILL, From Page 8

Wash was the last barrier lying between the expedition and the site of Bluff, some seven miles to the east.

By April 6 most of the outfits had pulled onto the flat river bottom just east of Cottonwood Wash, and although the intended destination (Montezuma) was only another eighteen miles farther upstream, the company simply lost its push. All at once all energy seems to have just left them completely. The travel-worn expedition was just too tired to go on. Here were a few acres of what appeared to be good farm land. Here they would stop — at least most of them. Here they would build their homes. At the suggestion of William Hutchings, they called the new location Bluff City. Such important tasks as laying off lots, building houses, and digging a canal to bring water to the parched soil were begun at once. With God's help they would now be able to complete the mission to which they had been called.

¹ Charles Redd, "Short Cut to San Juan," 1949 Brand Book (Denver, 1950), pp. 23, 24.



Just a moment,
young man . . .

I suppose you have \$15,000 or so in reserve . . . to take care of your bride . . . and your family . . . in case you die too soon. Or to provide for your old age . . . in case you live too long. . . .

However — that reserve doesn't need to be cash in the bank. Beneficial Life Insurance gives you even better protection — and it's a whole lot more practical.

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PHIL D. JENSEN, C.L.U.
215 Knight Block
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HARRY J. SYPHUS
22 Richards Street
Salt Lake City, Utah

SUP Nominating Committee to Meet June 19 At Pioneer Village, Presidents-Secretaries

By unanimous action in the May meeting of the Executive Board, the nominating committee will be made up of all chapter presidents.

Secretaries and treasurers of all chapters should accompany the president and will meet separately in a work shop on "Membership and Chapter Records."

The meeting of Presidents and Secretaries and Treasurers will convene at 7:00 p.m. at Pioneer Village, June 18. A

"Dutch" buffet lunch will be served.

The chapter presidents, acting as the nominating committee, will nominate the following slate of national officers: President, 1st vice president, 2nd vice president, 3rd vice president, 4th vice president, 5th vice president and a member of the Life Membership Finance Committee.

Other matters of business will be discussed and recommendations made.

Salt Lake Luncheon Club Confers "Modern Pioneer" Awards on Three Distinguished Sons At May Meet

Continuing for the second year, a new tradition of the chapter, the big Salt Lake Luncheon Club honored three of its dis-

tinguished members with "Modern Pioneer Awards" at the regular monthly luncheon, May 7th. Recipients of the recognition are: Bryant S. Hinckley, Thomas B. Child, and Dr. Carl J. Christensen.



RECEIVE SECOND ANNUAL AWARDS, "MODERN PIONEER"

Left to right, Dr. Carl J. Christensen, Gordon B. Hinckley (For father, Bryant S. Hinckley) and Thomas B. Child.

tinguished members with "Modern Pioneer Awards" at the regular monthly luncheon, May 7th. Recipients of the recognition are: Bryant S. Hinckley, Thomas B. Child, and Dr. Carl J. Christensen.

THE CITATIONS

BRYANT S. HINCKLEY (Presented by *Nicholas G. Morgan, Sr.*, and accepted for his father by Gordon H. Hinckley): Church leader and teacher; author of many books, courses of study and editorials, has occupied a most important position in church activities and growth. From his talented pen has come much of the finest quality of Latter-day Saint literature.

structor in the Tabernacle Choir Sunday School, editorial writer for the *Utah Farmer* publication and for many years editor of the *Voice of the Pioneers*.

Bryant S. Hinckley has brought into the S.U.P. Luncheon Club a spirit of culture and refinement and has endeared himself to every member.

Beloved, honored and deeply revered, he stands today unexcelled in the affection of all members of the Luncheon Club whose prayers united are that he will soon be restored to health that he may again rejoin us in our monthly meetings.

THOMAS B. CHILD (Presented by *Albert J. Elggren*): A quiet, unassuming man who has spent his life in great accomplishments. For twenty years he was bishop of the 10th

Ward and is now chairman of the Salt Lake Deseret Industries.

As a masonry contractor, he has played a most important part in the construction of fine buildings, including the Los Angeles and the Idaho Falls Temples, the U. of U. Union building and the Washington, D. C., L.D.S. Chapel. Many others could be named.

It was he who, associated with Mrs. Kate B. Carter of the Daughters of Utah Pioneers, first brought the Days of '47 celebration and parade to its present magnificence.

Everything Thomas Child does is marked by his genius of organization and excellence — he is a man of great accomplishments.

DR. CARL J. CHRISTENSEN (Presented by *Horace A. Sorensen*): Dr. Christensen is a native of Provo, Utah, and a son of Utah pioneers who emigrated from Denmark as converts to the Mormon Church in 1858. He is a graduate of the Brigham Young University and later continued his education on fellowships at the Universities of Wisconsin and California. He took his Master's and Ph.D. degrees in physical chemistry. In 1929 he joined the staff of the Bell Telephone Laboratories in New York City as a research scientist and today is recognized as one of the great scientists in his field.

Carl married Rhea Alberta Huish, also a graduate of B. Y. U. She accompanied him both east and west to finish his education. In 1946 they moved back to Utah; a move which was fortunate for this state. Dr. Christensen then entered the field of education at the University of Utah. He now has administrative responsibility for all the contract research going on at this institution, some \$2½ million annually, most of which comes from outside the state. He is also Director of the Engineering Experiment Station at the University. Among numerous scientific projects, he is interested in one for the Government at Dugway, Utah, which he says will eventually lead to a process by which irradiation will kill the organisms that cause food deterioration, so that meats and other perishable foods will keep indefinitely without curing or refrigeration.

Dr. Carl is always friendly, helpful and kind. His life is exemplary. His consideration of others is perhaps his most admired characteristic. He has a deep religious conviction. He is always either going or coming from trips throughout the country as a member of the L.D.S. Church General Sunday School Board. His charming wife, whom he affectionately calls Berta, is just as busy on the Relief Society General Board. They are proud parents and grandparents of a fine family. One son is now on a mission in Finland.

Carl is, of course, closest to all of us as the President of the National Society of the Sons of Utah Pioneers. He is proud of his Scandinavian progenitors who gave him that priceless pioneer heritage. He has served well as president of the Uptown Luncheon Club, and now, as President of the National Organization, is out visiting, helping and encouraging the many chapters. He presides at Board Meetings with recognized authority, but always has the deepest respect and consideration for the point of view of others. He is a wonderful leader, organizer and consultant in matters of human and public relations. He is a "Citizen of the Pioneer Village." He wears his S.U.P. pin with pride and respect that brings honor and prestige to the organization wherever he goes. He has the knack of keeping us all busy by his encouragement and fine leadership, and is deeply appreciated by all who are privileged to know and work with him.

PROMONTORY, From Page 7

help bring national assistance and more recognition. We have found our great State, and National Parks Service are ever ready to cooperate with sound planning toward a constructive goal. They are ready to encourage local initiative because it is only natural that the closer we are the more interested we should be in it. Those who are closest to this picture should motivate this activity to develop it into what it should be. High on this list is the National Society, Sons of Utah Pioneers, the National Golden Spike Society, the Box Elder Golden Spike Association, Union Pacific Railroad, Southern Pacific Railroad, Box Elder County, Citizens of Utah, U. S. National Parks Service, Utah's Congressional Delegation, the big, national corporations with extensive plants and operations in Utah, and all state and national historical groups.

Promontory Summit . . . is it enough?

We sincerely ask that question. We do not care who does it, as long as it gets done, but what we do want most of all, is that something be done! Promontory Summit, you must live again!

SALISBURY, From Page 3

Rough Ride, Cattlemen, and a dozen others. It is estimated the paintings were viewed by at least 4000 people.

Mr. Salisbury is a native son of Richfield, in Utah's Sevier County. Endowed with great natural talent, he first studied under an uncle, Cornelius Salibury, at Brigham Young University. He is essentially a "Western" painter and has been compared with Montana's great Charlie Russell.

Paintings by Mr. Salisbury have been exhibited by the Maxwell Galleries, San Francisco; J. W. Young Galleries, Chicago; Voss Galleries, Boston; and in Atlanta and Reno. His work is regularly featured in several national magazines.

ADMINISTRATION BUILDING

A group of chapter members from East Mill Creek, Holladay, and Sugar House, under the leadership of Karl B. Hale, first vice president of the National Society, Sons of Utah Pioneers, has begun construction of the long-planned administration building for Pioneer Village.

Footings have been dug, forms set and concrete poured.

The walls will be of



KARL B. HALE

See **BUILDING**, Page 13



Thomas B. Child of Salt Lake Luncheon Club chapter, and Mrs. Austin (Kate) Carter, president, Daughters of Utah Pioneers, were caught by the camera 13 years ago (1945) on the occasion of Days of '47 celebration marking the ninety-eighth anniversary of Brigham Young's entry into Salt Lake Valley. Wonder if they remember riding in this last surviving wagon of Johnston's Army? If they recall requesting Horace Sorensen of Pioneer Village to go to Manti and acquire the priceless old relic from the Cox family in order that it could be used in the Days of '47 parade? Wonder if they recall this fine gray team with its fancy old harness, both from Pioneer Village? Wonder if they remember the pageant, "Trailways of Freedom" that was presented at the University Stadium? SUP News honors Modern Pioneer Tom Child and President Kate B. Carter. They carry on a great tradition. The small boy and girl? Max Lund and Connie Elggren.



Milton and Florence Backman present Horace A. Sorensen, Managing Director of Pioneer Village, with western artist Paul Salisbury's "The Migrating Herd." Mr. Backman is Judge-Advocate of the National Society, Sons of Utah Pioneers and also Public Relations Director in charge of guide service at Pioneer Village. Both Mr. and Mrs. Backman spend each Sunday as guides, as well as frequent mornings and afternoons on week days. Mr. Backman is a past vice-president of the National Society.

Fort Moore-Mormon Battalion Memorial to be Dedicated July 3

In a person-to-person interview a few days ago with John F. (Jack) Howells, Jr., President of the California Chapter, your editor was thrilled to learn that final arrangements had been completed for the formal dedication of the \$500,000 Fort Moore-Mormon Battalion Monument at Los Angeles' Civic Center, come July 3rd.

Believe us, there is much more to the significance of this extraordinary civic memorial than meets the eye. First, it occupies the finest and most beautiful location of any similar monument in the nation, and second, it is a declaration to the world of the important part played by the boys of the Mormon Battalion in exploring, winning and settling of the golden west.

Too much praise and honor can never be given Jack Howells and all the members of our far-flung California Chapter for the lead they took and the magnificent part they played through countless discouragements, in bringing the costly monument to this commendable finish. But July 3rd is their day. July 3rd is when our California Chapter pulls out all the stops on the ol' calliope and ties down all the whistles . . . and the National Society, Sons of Utah Pioneers will be routin' for them, to a man.

To adequately convey the story behind the monument, we take the liberty of quoting Dan Swinton in the Los Angeles Citizen-News:

"It was never recorded who was more surprised, the gaping hombres along the planked walks of Los Angeles or the gutty campaigners of the Mormon Battalion.

"But there they stood — the gallant Mormons — half-naked, half-starved in the pueblo plaza and all ready to fight for the liberation of California.

"They had walked 2,000 miles from Council Bluffs, Iowa, leaving family and wagon trains to volunteer. A detour for democracy.

"It was the turn of the year, 1847. Lt. Col. P. St. George Cooke halted his men and looked across their haggard faces.

"History may be searched in vain for an equal march of infantry,' he told them.

"Then he continued, 'Half of it has been through a wilderness where nothing but savages and wild beasts are found . . . we have dug wells, which the future traveler will enjoy . . . we have ventured into trackless tablelands . . . with crowbar and pick and ax we have worked our way over mountains . . . and hewed passage through a chasm of living rock more narrow than our wagons . . . we have discovered and made a road of great value to our country. . . .'

"So came the Mormons to Los Angeles.

Memorial Tribute

"A few weeks ago, final inspection was held of a memorial to the band that bitterly clawed through the West for an ideal.

"It is a \$500,000 wall of stone, 400 feet long and 50 feet high.

"Beside the Mormon Battalion, the landmark is a tribute to the United States First Dragoons, who fought at San Pasqual, and the New York Volunteers, who came by sea.

"The memorial stands on what once was the site of Ft. Moore, on the west side of Hill St. just above Hollywood Freeway.

"There, the Mormons raised by sweat and will a bastion to hold 200 men inside and the fury of any siege the

Mexican Army might lay outside.

"It is a gnarled and colorful old pile of dirt.

1847 Celebration

"On July 4, 1847, the Mormons ran up Old Glory on the hill to mark the first Independence Day celebration in the City of Los Angeles.

"This is also a story that isn't heard much any more. Seems a company of natives and Mormons was sent to the San Bernardino Mountains to chop down the biggest tree they could find, for a flagpole for Ft. Moore.

"A long time passed and there was no word from the wood-cutters. The authorities got worried.

"Then, one day on the old Mission Road, a cloud of dust lofted into the

To Opposite Page



View of the Mormon Battalion pylon and flagstaff. Courage of Battalion is here immortalized in stone and bronze.



Photo by Ralph Widman

California Sons of Utah Pioneers proud of cooperative accomplishments, plan dedication of Fort Moore Monument for July 3rd. Left to right, John F. (Jack) Howells, Jr., president of California Chapter; Ellis E. Craig, grandson of youngest member of Battalion, member California SUP; and Leo J. Muir, a direct descendant of Sergeant William Moore of the Battalion. The half-million dollar memorial was financed by the City and County of Los Angeles, the Church of Jesus Christ of Latter-day Saints, the Daughters of Utah Pioneers, and the Sons of Utah Pioneers.

FT. MOORE, From Page 12

sky accompanied by a dirge of creaks and groans to crack the heart of Satan.

"It was the flagpole platoon. They had two behemoths of the forest, one about 90 feet and the other about 75 feet, mounted on the axles of 12 carretas.

"Each pole was being dragged by 20 yoke of oxen, with an Indian driver to each ox. An eyewitness said:

"The Mormons were singing one of their interminable songs of Zion — a paean of deliverance from the hands of the Philistines. They had had a fight with the Indians, had killed three of them and had the ears of their victims strung up on a string."

150-Foot Flagpole

"The two poles were spliced to make a flag bearer 150 feet high for the city. It could be seen for miles.

"The Mormons endeared themselves to Los Angeles. But a year later, most of the originals had gone to Salt Lake City to join the families they left at Council Bluffs.

"About 40 years ago, Mrs. Maybelle T. Davis began a one-woman campaign to make the Mormon Battalion an enduring part of Los Angeles history.

"She began to stump for a memorial. When her plea reached County Supervisor John Anson Ford, the project began to jell.

"Now, at 83, Mrs. Davis will realize this dream of almost a lifetime.

"John F. Howells Jr., president of the Sons of Utah Pioneers here and one of the driving forces behind the Ft. Moore memorial, announced dedication of the edifice would be held July 3 at 10 a.m.

"The ceremony will coincide with the raising of that first U. S. flag by the Mormon Battalion over a century ago.

"It will also serve to remind that

sometimes it takes more than past glory to put history in bold face. It takes the living present.

City, County Help

"Much of the money for the project came from Mormon and city sources. The balance was given by the county, said Howells.

"Spencer W. Kimball, Salt Lake City, one of the twelve apostles of the Mormon church, made a point of inspecting the memorial during a recent visit here.

"The memorial will feature a 50-foot

waterfall, described as the world's largest artificial cascade, that will dump 22,500 gallons of water a minute down the side of the wall.

"Giant pumps will force the water back up again, to be used over and over.

"On the east face of a pylon at the memorial are the words:

"To the brave men and women who with trust in God faced privation and death in extending the frontiers of our country to include this land of promise."

"Los Angeles is of age. She remembers her past."

BUILDING, From Page 11

brick and cinder block, the roof of split shake shingles. Work moves along every afternoon.

The building will contain a chapter meeting room, rest rooms, offices, souvenir sales area, and a large space for food vending machines to handle wrapped sandwiches, pie, cake, pop, milk and candies.

Assisting Vice President Hale are: Tanner A. Brown, John Haslam, Orden Curtis, Scott Beezer, Henry Florence, Mervin Jones, Courtland Starr, Vay Russell, Art Reynolds, Ronald Kingsbury, Cliff Davis and Cliff Ludwig.

This is just about the finest example of Chapter cooperation that's happened around these diggin's for many, many moons. May it become contagious and spread.



Closeup of bas relief of Fort Moore Memorial. Elder Spencer W. Kimball, left; John Howells Jr., right, president of California Chapter, SUP.

SUP News

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S.U.P. Pioneer Village Museum
2998 S. 2150 East, Salt Lake City
* * *
H. Ward McCarty.....Executive Secretary
Offices at Pioneer Village
2998 South 2150 East
Salt Lake City 9, Utah
TELEPHONE: HUnter4-1821



President Carl J. Christensen, Trek Master and Vice-President Marlon S. Bateman, and SUP'er Lynn Lyman decide that the San Juan Mission bronze plaque shall be placed on Bluff's unique "Sunbonnet Rock" in shadow of famous "Navajo Twins" seen on skyline.

SAN JUAN MISSION TREK DEDICATES BRONZE PLAQUE

SAN JUAN MISSION

The special SUP San Juan Mission Trek took off as scheduled over the Decoration Day week-end of May 30 31, June 1, and every trekker swears it was the best excursion yet.

Praise and congratulations are due Vice-President Marlon S. Bateman, who shouldered the task of Trekmaster. Orchids and appreciation are due Lynn Lyman of Blanding, who was anchor man on the southern end of the long line of communications. These two are truly executives of the first rank.

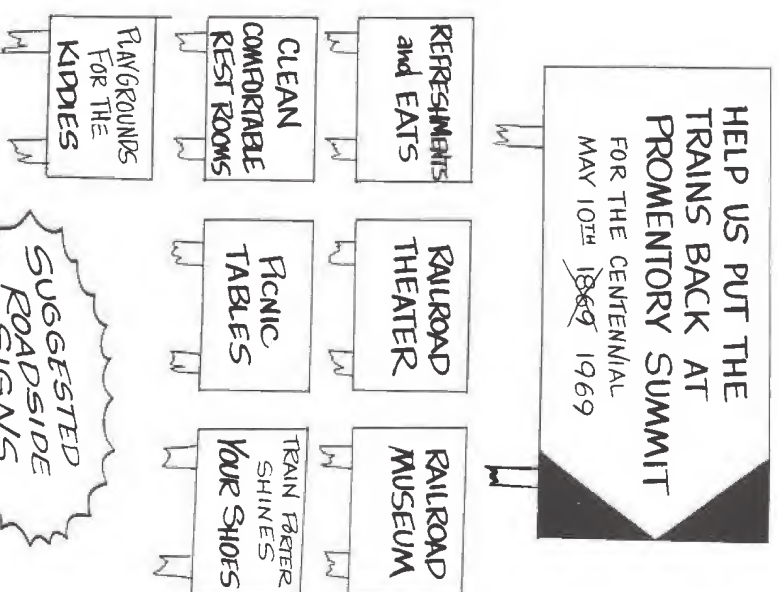
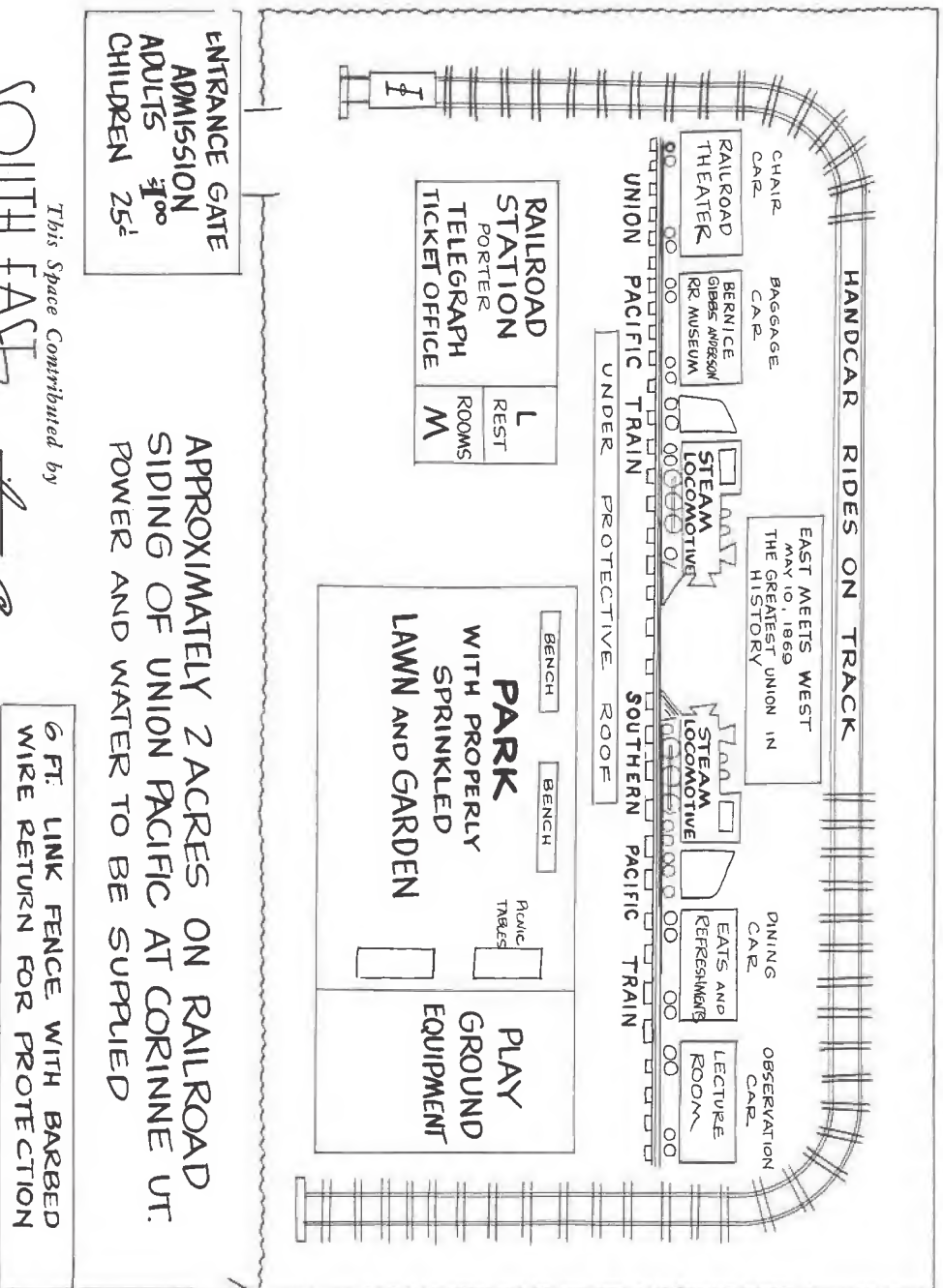
Congratulations are also extended to Brother Juniper, of St. Christopher's Navajo Mission; Mr. Musselman of the Bluff Indian Trading Post, the Chamber of Commerce and citizens of Bluff, Dr. David E. Miller, the Blanding Ward Bishopric and Relief Society, Managing Director Chet Olson of the Utah State Parks Commission, Patriarch Albert M. Lyman, and a hundred others who worked long and hard to make this trek so ideal.

The Bluff plaque, 18 inches by 26 inches, reads as follows:

Bluff was the first settlement of the white man in San Juan County, also its first county seat. It was founded April 6, 1880, by the San Juan Mission, "called" by the L. D. S. Church to establish friendly relations with the Indians. A small band of mission scouts found good farm land at this location in 1879 and it was resolved to settle here. Late in October, 250 colonists from several southwestern Utah communities began the migration via the "Hole-in-the-Rock" shortcut across the Colorado River. Contrary to expectations, this route proved almost impassable and after nearly six months of the most strenuous effort the exhausted company reached this site. No pioneering band ever overcame greater difficulties in establishing and maintaining a home. The turbulent river proved uncontrollable and for 40 years hostile Indians and various types of white renegades threatened both life and property. In spite of hardships and personal sacrifice the missionaries remained steadfast to their calling until released by the Church. The San Juan Mission is an unexcelled example of the highest type of pioneer endeavor.

Erected by the National Society,
Sons of Utah Pioneers
May 31, 1958

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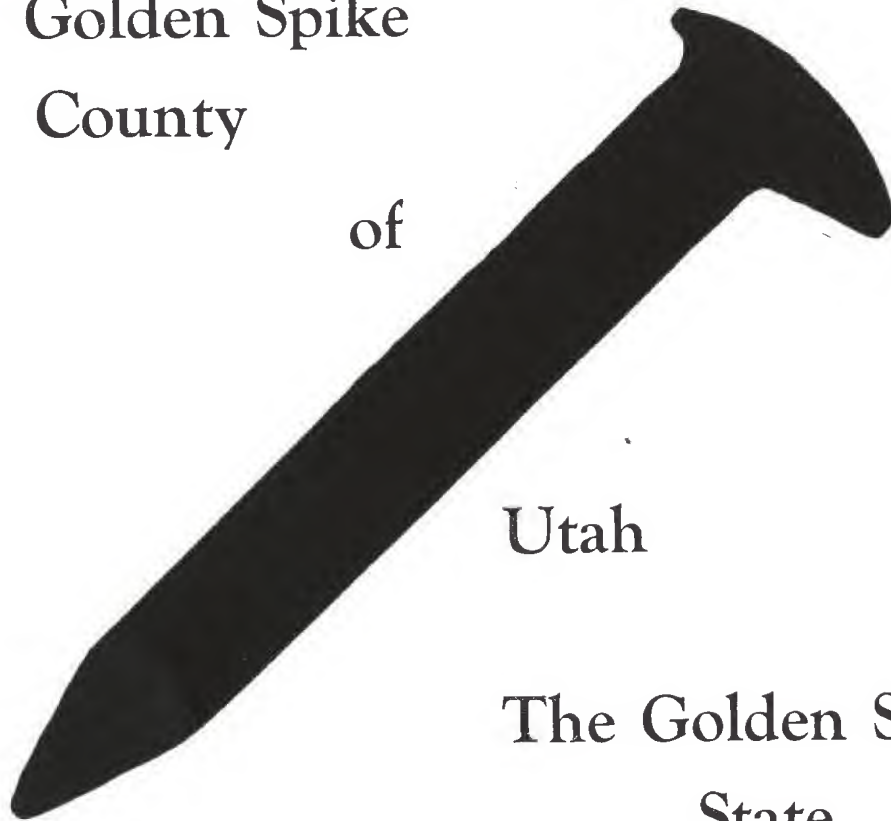
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